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The China Mail

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Moderate Prices.

No. 14,439.

號六廿月七年九零百九千一英

HONGKONG MONDAY, JULY 26, 1909.

日十月六年元就宣

PRICE, \$8.00 Per Month.

THORNE'S
OLD VAT

\$15
PER
CASE



As supplied
to the
House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
Hongkong, May 1, 1907.

ITEMS AT THE COURTS.

As the result of a quarrel with her husband an old Chinese woman last week attempted to commit suicide by swallowing opium. However, she was taken to the hospital where she recovered. To-day she was brought before Mr. J. R. Wood, at the Magistracy, on a charge of attempting to commit suicide, but was dismissed with a caution.

A Chinese was, at the Magistracy to-day, sentenced to two months' imprisonment on each of two charges of obtaining goods by false pretences. He forged an order for wood on the Lun Yik firm, and presenting it at the shop in the Praya East on the 20th inst., obtained 20 pieces of wood. He tried the same game on the 22nd when he got nine pieces of timber, the total value of the two lots being \$114.81. Not satisfied with this he made another attempt on Saturday to get two pieces but was arrested.

SPORTING.

Rifle Shooting.

No. 1 Co. H. K. V. A. held the last shoot of the season at King's Park Range yesterday morning. The best scores were:—Sgt. Major Meek 97, Capt. Nicholson 94, and Cpl. Seth 92. Spoons were won by Sgt. Major Meek and Capt. Nicholson. The Plummer Cup, seven shots, five to count, was won by Bldr. Smith with a total of 420, with Gnr. Hay 2nd with 417, and Sgt. Major Meek 3rd with 404.

The Hance Cup, (eight shots) was won by Gnr. Hay with 352. Sgt. Major Meek was second with 328 and Bldr. Smith 3rd with 320.

The Sport of Kings.

We understand the next Gymkhana will not take place till September, probably on September 4th, the first Saturday, followed about a month later by the final meet of the season.

A Fine Horsewoman.

Mrs. Herbert Wadsworth, a noted New York horsewoman, on the 21st ultimo accomplished a riding feat which has never before been equaled by a woman rider. Setting out from her residence on the night of the 20th and making frequent changes of horses, she covered 150 miles in sixteen hours. This easily eclipses the record of ex-President Roosevelt, who earned the admiration of army officers last year by riding 120 miles in the same period of time.

The popular boy jockey, Frank Wootton, was injured at Ascot while riding Mr. J. B. Joel's Arranmore in the High-Weight Handicap. Just after the start his horse struck another in front of it and Wootton was shaken from the saddle. Hanging for a moment by the reins and one stirrup, and grasping at the leg of another jockey, he fell amongst the horses' heels. He was picked up and received first-aid, after which he was taken to the South Ascot Cottage Hospital, where it was found that his injuries were less serious than had been feared, though he was suffering from concussion. The King, on being informed of the accident, expressed anxiety as to Wootton's condition, and before leaving the meeting asked to be kept informed as to his progress.

Arranmore was first favourite for the race, his price at the start being three to one. Later exchanged from Home State that Wootton is progressing favourably.

English Cricket.

In the matches played on July 19, 20 and 21: Surrey beat Middlesex at Lord's by 74 runs. Kent defeated Somersetshire at Taunton by 279 runs. Northamptonshire beat Nottingham by seven wickets. Lancashire defeated Sussex at Eastbourne by ten wickets. Hampshire beat Worcestershire at Southampton by 122 runs. The matches between Warwickshire and Leicestershire at Birmingham, Essex and Gloucestershire at Leyton, and Yorkshire and the Australians at Sheffield, were drawn.

Business Notices.

W. S. BAILEY & Co., Ltd.
ENGINEERS & SHIPBUILDERS.

River Steamers, Tugs & Lighters.
Castings & Forgings of all kinds.
LOWEST PRICES.

Works:—Kowloon Bay. Offices:—Hotel Mansions.

MASSEY'S COMMERCIAL MAP

BEST AND BRITISH MEDIUM IN THE EAST.
GUARANTEED FREE CIRCULATION FROM VLADIVOSTOK TO COLOMBO.
NOW READY

A Guide to Firms and Agencies in Hongkong
With Classified List, Appendix of General Information, List of Residents and Four Maps.

Book form, red leather gilt. Price \$5.00
At all Booksellers or by post from K. A. Massey, Hongkong Hotel.
All Advertisements face Reading Matter.
Hongkong, July 24, 1909.

GREAT CLEARANCE SALE

Wednesday, July 7th.

FAIRALL & CO.

ARE OFFERING THE WHOLE OF THEIR STOCK AT AN
ENORMOUS REDUCTION
to effect a speedy clearance. Many things below cost.

7 & 9, PEDDER STREET. TELEPHONE 644

'SAPPORO' & 'ASAHI'
BEER
LIGHT AND REFRESHING
SUMMER BEVERAGES.

Obtainable at Messrs
CALDBECK, MACGREGOR & Co.
H. PRICE & Co., Ltd.
VICTORIA DISPENSARY.
A. S. WATSON & Co., Ltd.
KOWLOON DISPENSARY.
FRENCH STORE.
AND "EVERYWHERE."
WATKINS, Ltd.

SOLE AGENTS:
THE MITSUI BUSSAN KAISHA

Hongkong, July 7, 1909.

J. T. SHAW,
AT
COTTAM & CO., LTD.
York Buildings, Chater Road.
HAS just unpacked a fresh consignment
of SLAZENGER'S
Doherty Rascquets.....\$18.50
E.C.M. do.....16.50
Also New Lock Presses
Hongkong, July 24, 1909.

**NIGHT STEAMER TO
CANTON.**

New Twin Screw Steamers.

S.S. SAN CHEUNG

Fitted throughout with Electric Light
and Fans supplied in all Cabins.
(Captain J. McGarry).

LEAVES Hongkong for Canton at 9 p.m.
on
SUNDAY, TUESDAY & THURSDAY.
Leaves Canton for Hongkong at 5.30 p.m. on
MONDAY, WEDNESDAY & FRIDAY.
Fare, 1st Class.....\$2.50 single passage.
Meals.....\$1 each.
Servants' passages must be paid for.
CHEUNG ON STEAMBOAT CO., LTD.,
No. 226, De Vaux Road Central,
Hongkong, November 12, 1908.

FOR SALE
AT THE CHINA MAIL OFFICE.
FROM LONDON TO PEKING,
ACROSS SIBERIA IN 1904.
Price.....\$5000

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD. (LONDON).

A VULCANIZING COVERING FOR BOILERS AND STEAMPIPE

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK REFERRED TO.

IS SUPPLIED IN

Bags of 1 cwt. each.

OFFICE:—

4, QUEEN'S BUILDINGS

TELEPHONE No. 501.

TELEGRAMS: ASBESTOS, HONGKONG.

LANE, CRAWFORD & CO.

LEPHONE, GROCERY DEPT. 97a.

CHIVERS' ENGLISH FRUITS

IN BOTTLES

BLACKBERRIES, DAMSONS, GREENGAGES,

GOOSEBERRIES, RED CURRANTS, RED

PLUMS AND GOLDEN PLUMS;

ALSO

CHIVERS' CAMBRIDGE WHOLE FRUIT

JAMS

in 1 lb. and 2 lbs. tins.

SOLE AGENTS:

LANE, CRAWFORD & CO.

DRINK O. B. BEER

PURE, LIGHT & WHOLESOME.

BREWED ESPECIALLY FOR THE TROPICS.

To be had from all dealers or from the

ORIENTAL BREWERY, LTD.

P. O. Box 238. TEL. 479.

Hongkong, June 26, 1909.

Prickly Heat Lotion and Powder

Safe remedies for allaying the irritation.

SUN GLASSES.

HOUSEHOLD AMMONIA

For the Bath and all Toilet Purposes.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT

One Pint Tins 50 Cents. One Gallon Tins \$2.

VICTORIA DISPENSARY.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Telephone No. 127.

Mrs. M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

Under European Supervision. Grills at short notice. Private, Day and

Built Rooms. Monthly Rates for Table and Dinner.

TELEGRAPHIC ADDRESS: "COMFORT" HONGKONG.

M. MATTHEW, Proprietress.

ASTOR HOUSE HOTEL

(LAI & CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entire

New Management. Large and comfortable Rooms. Excellent Cuisine, under the

supervision of an experienced French Chef.

PARTICULARS AND RATES on application to **MANAGER.**

L. GAMMAY, Proprietor. H. BLUMENTHAL, Manager.

Hongkong, October 3, 1908.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks or 375 lbs. net. \$5.50 per Cask, ex Factory.

In Bags of 250 lbs. net. \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE.

OVER FOURTY COLOURS TO SELECT FROM

Hall's Sanitary Washable Distemper

From top to bottom of a House

Hall's Distemper is the quickest,

cleanest and most healthful form

of decoration, as well as the one

which conforms most to the

requirements of modern fashion

and good taste.

It is applied with a white-wash brush,

disinfects, and destroys all microbes,

dries like flat paint, and sets hard as

as cement. It contains no lead and

therefore does not discolour or turn

black, nor crack, scale or peel off.

Made in two qualities for inside and outside

work; sold and used by decorators everywhere.

Sample Shade Card and full particulars

sent free on application.

William C. Jack & Co., Ltd.

Rusty Keys, Tarnished Ship Fittings, Plated Dinner Services, etc.

MADE EQUAL TO NEW

AT OUR

ELECTR. POLATING WORKSHOPS.

NICKEL AND SILVER ELECTRO PLATE.

TRIPLE FINISH

WILLIAM C. JACK & CO., LTD.

14, DES VEAUX ROAD, HONGKONG.

ELECTRO PLATING WORKSHOPS, KOWLOON.

BREWER & Co., Limited,

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

TELEPHONE No. 698.

New Novels 35 cents each, 3 for \$1.00.

England's Peril, by Wm. Le Queux.

A Royal Affair, by Guy Boothby.

A Woman Hater, by Charles Reade.

The Blasted Trail, by Stewart E. White.

The Log of a Cowboy, by Andy Adams.

Cattle Omenage, by Frankfort Moore.

The Chance of a Lifetime, by Nat Gould.

The Adventure of Alice, by Katharine

Tynan.

The Pride of the Paddock, by Hawley Smart.

The World and Winston, by E. H. Fowler.

Wheels of Anxiety, by Max Pemberton.

Millonnet's Son, by Florence Warden.

When I was Cast, by A. W. Marchmont.

Tiamus, by Tom Gallen.

Disillusion, by Harold Frederic.

The Six Triumphant, by A. L. Fox-

Davis

Bonita, by Rider Haggard

The Story of Francis Gaudie, by

Stanley Weir

The Plains of Silence, by Alice and

Claude Askew

Merry Moments with Scholars, by

Henry J. Barker

David Baring, by Joseph Hocking

Red Potage, by Mary Cholmondeley

No English Need Apply, by East

Stewart

Champagnes, Sherries, Madeiras,

Marsalas, Ports, Claret,

Burgundies, Brandy, Hocks & Moselles,

Whiskies, Bitters, Gins,

Vermonths, Liqueurs,

Ales, Beers and Stouts.

Caldbeck, Macgregor & Co.,

Wine & Provision Merchants.

Telephone No. 75.

FOR

Luxury,

Comfort,

Quiet,

Freshness

and

Excellent

Cuisine

STAY AT

THE

GRAND -

CARLTON

HOTEL -

SEE
POWELL'S

NEW SHIPMENT
OF
BABY CARRIAGES,
PERAMBULATORS,
GO-CARTS
with Sun Canopies and Rain
Hoods

NOW ON SHOW AT
Alexandra
Buildings,
FIRST FLOOR.



A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S
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VERY OLD LIQUEUR
SCOTCH

WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
Scotland

OF
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

PER DOZEN \$16.50.

Robert Porter & Co.'s
BULL DOG
BRAND

Guinness' Stout
IN PINTS AND SPLITS.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

VICTORIA CINEMATOPH.

PREMIER HALL OF HONGKONG.

SPECIAL PROGRAMME.

Farwell performance of the well-known
transformist

E. FREGOLINI.

SISTERS LEE.

SISTERS COLEMAN.

TRIOUPE ENOKE.

NEW FILMS.

Hongkong, March 6, 1909.

BABY GRANDS -
and
UPRIGHT GRANDS

BY
RACHELS, RUD, BACH,
ROSENKRANZ,
BLUTHNER, STECK,
PLEYEL, KEMMLER,
CHAPPELL & HOPKINSON
etc., etc., etc.

NEW PIANOS
OF THE ABOVE
MANUFACTURES ONLY
TO BE HAD AT
S. MOUTRIE & Co., Ltd.,
SOLE AGENTS. (C)
Hongkong, April 16, 1907.

THE CITY OF PARIS,
3, PEDDER STREET.
PHONE No. 536.

CHEAP SALE
20%
OFF EVERYTHING.

BIRTH.
MOONEY.—At No. 4, Lower Mosque
Terrace, on the 26th July, 1909, the wife
of CHARLES MOONEY, of a son.

MEMOS FOR TO-MORROW.
Miscellaneous.
Goods per Dicks not cleared at 4 p.m.
on this date subject to rent.
Goods per Bendisch undelivered after
this date subject to rent.

[General Memoranda.]
WEDNESDAY, July 28.—
2 p.m.—Auction of Household Furni-
ture, at No. 1, Aberdeen Hill.
2.30 p.m.—Auction of Household Furni-
ture, &c. at No. 75, Wyndham Street.
Goods per Inaba Mori not cleared on
this date subject to rent.

THURSDAY, July 29.—
11 a.m.—Auction of whole Stock-in-
Trade at Messrs Cottam & Co.'s Store,
Chater Road.

FRIDAY, July 30.—
Goods per Perina undelivered after this
date subject to rent.

MONDAY, August 2.—
Goods per Dortmund undelivered after
this date subject to rent.
Goods per Manchuria undelivered at
noon on this date subject to rent.
Goods per China Mare undelivered at
Noon on this date subject to rent.
Goods per Lenoxx undelivered after this
date subject to rent.

MONDAY, August 9.—
10 a.m.—Auction of Naval & Victualling
Stores, at H.M. Naval Establishments.

The China Mail.

HONGKONG, MONDAY, JULY 26, 1909.

THE SITUATION AT PEKING.

UNTIL we have the full text of Dr. Mon-
ro's message to *The Times* it will be
impossible to fully understand the strong
position he has taken up vis-a-vis the
Deutsche Asiatische Bank. He brings
the serious indictment against that
institution of intriguing against the
Hongkong and Shanghai Banking Cor-
poration to the injury of British interests
and he goes on to urge that the British
Government should bring pressure to
bear on the Hongkong Bank to compel
the latter to disassociate itself from the
German intrigues. Dr. Monro's has
never viewed with very friendly eyes
the steady advances made by Germany
in the exploitation of the Chinese
market, so we must discount somewhat
the terms he uses in describing the pre-
sent situation in Peking. Undoubtedly
few Britishers can find any satisfaction
with the present state of affairs in the
Chinese capital, and equally certain is
it that they attribute many of the set-
backs received of late to German
influence. We are sorry that such a
belonging, but it does, and it is no use
disguising disagreeable facts with a glass

of fair but misleading words. We do not
know how much truth there is in the
gossip which says that Mr. J. O. P. Ryan,
the shrewd, capable and energetic
representative of the British and Chinese
Corporation is so disgusted at the
muddle created by the Hankow-Canton
Railway loan affair that he has retired
from the field. This rumour so far lacks
confirmation, but many men believe it to
be founded on fact. Certainly it is not
an edifying spectacle, view it how one
will, which this particular loan presents.
First we had the British and French
syndicates withdrawing, in the early
part of the year, from a tripartite
negotiation because of what they at first
thought was the bad faith of the German
section. This difficulty was overcome,
however, and matters seemed to be
moving towards a satisfactory com-
promise, when Mr. Knox, the American
Secretary of State, resuscitated the
agreement of 1906 and in the name of
the United States demanded that the
rights of American financiers
be admitted to participate in the loan
should be respected. American news-
papers allege that the United States are
really indebted to Germany for this
resuscitation of their almost forgotten
claims, and many effusive tributes are
paid by them to the great Continental
Power. Perhaps it is upon this cir-
cumstance that Dr. Monro builds up
his indictment of German intrigues.
Hard on the heels of America comes
Russia, basing her alleged right to be
admitted to the circle of money lending
Powers on the importance of her
ten-trade with Hankow. Then it must
not be forgotten that Japan has also
successfully urged her rights in the
matter of providing engineers for the
building of the track. Altogether,
China must be saying these days, "Save
me from my friends," although she
should really only have herself to thank.
A good many people are inclined to
blame CHANG CHUN-TUNG for very much
of the trouble. Pursuing the favourite
Chinese device of setting one foreign
country against another in the desperate
hope that China may be able to reap
greater advantage from the consequent
blind competition, CHANG CHUN-TUNG has
so complicated this question of a
railway loan that no satisfactory exit
from the coils seems possible for
any one concerned. Matters have
undoubtedly come to a head since the
arrival of TANG SHAO-YI in the capital.

Although the PRINCE-REGENT is not
inclined to readmit the ex-Governor of
Mukden into the Government service,
owing to his former intimate connection
with the disgraced YUAN SHIH-KAI, TANG
is too clever and important a man to be
lost sight of at the present moment. He
has powerful friends in Prince CAIXO,
CHANG CHUN-TUNG and TE LIANG, the
head of the Wai-wu-pu, and besides he
has been mixed up in all railway
agreements made by China during
recent years. To him is greatly owing
the Fukumen dispute, for although he
assisted in drawing up the Peking
treaty which Count KOMURA negotiated
in the sequel of the Portsmouth treaty
of peace, and therefore was fully aware
of the existence of the secret clause
whereby the Japanese staked off any
possible railway competition in South
Manchuria, he yet entered into active
negotiations with British capitalists to
build a railway to Fukumen, with a
probable extension further north, his
motive being, say his detractors, to stir
up bad blood between Japan and Eng-
land. TANG SHAO-YI returned from his
journey round the world, greatly im-
pressed with the political, administra-
tive and financial systems of Germany,
and with more than ordinary respect for
the even bigger potentialities of the Uni-
ted States. It is therefore hardly sur-
prising, all things considered, that the
matter of the Hankow-Canton railway
loan should have reached something like
a crisis soon after his return to Peking.
One of the cleverest men of China at the
present day, yet handicapped in the eyes
of the new administration by his former
associations with a discredited satrap, he
may perhaps see his way to getting into
the good graces of the PRINCE-REGENT
through this very railway loan muddle.

With his knowledge of foreign countries
and his recent experiences abroad, TANG
SHAO-YI should be the man the Prince
Regent requires to produce order out of
chaos, satisfy the conflicting interests
of the money-lenders, and obtain for
China the loan she so urgently needs to
complete her grand trunk railway
scheme. But will the PRINCE-REGENT
sink his prejudices against the man
and give him a free hand? That is the
question, and we must wait for time to
bring along the inevitable solution.

NEWS OF THE DAY.
Mr. Arakawa will be appointed Japan-
ese Minister at Madrid.
The French Mail of the 23rd June
was delivered in London on the 24th inst.
Mr. J. A. Olsen, First Berthing Officer
in Shanghai harbour, died from apoplexy
on July 20.
Minister Akiduki and three other
gentlemen have been appointed Japanese
delegates to the International Conference
on Maritime Law.
It is reported that five new Japanese
consulates are to be established next year.
Of these, two will be opened in Manchuria
and two in South America.
There were 454 European and 263
Chinese visitors to the City Hall Library,
and 202 European and 2,458 Chinese
visitors to the Museum during the week
ending 25th July.

Wednesday is the anniversary of the
declaration of the independence of Peru
and in celebration of the event the Consul
General for Peru will be "At home" from
1 p.m. until 2 p.m., at the Consulate,
Alexandra Buildings.
A delegation of Congressmen will leave
Washington on a trip to the Hawaiian
Islands in August. There is a great interest
among members of Congress, as well as in
Government circles generally, regarding
the situation in Hawaii.

Manila papers say that Mrs Margaret
Stevenson, stewardess of the Pacific Mail
steamer China, was reported missing after
the vessel had been two days at sea, out
from San Francisco. She is supposed to
have committed suicide.
Instructions to prevent the smuggling
of opium into the Philippines have been
issued by Messrs Shawan, Tones and Com-
pany, of Hongkong, operating the steamers
Ruhland and Zafiro. The officers of these vessels
are directed to make careful searches for the
drug during each trip from Hongkong to
Manila and to throw all opium discovered
overboard. A formal declaration that these
searches have been made is to be drawn up,
signed and handed by the Captain per-
sonally to the Agents of the ship.

**ANOTHER TYPHOON ON THE
WAY.**
On Sunday morning the Hongkong
Observatory was in receipt of information
that another depression had formed on the
east of Luzon. This area of depression
has since crossed Luzon and entered the
China Sea by the Balintang Channel
moving north, and may therefore
develop into something more serious on
its journey across to the mainland than
any of the typhoons so far signalled this
year. Whether it will reach Hongkong or not
it is too early yet to say. The bright hot
weather experienced to-day may prove but
a herald of the coming storm.

The American Consulate-General has
circulated the following telegrams received
from the Manila Observatory—
July 25, 1909, at 11 a.m. Cyclone or
typhoon E. of Luzon, less than 300 miles
distant, moving N.N.W.
July 25, 1909, at 11 a.m. Cyclone or
typhoon E. of Balintang Channel moving
North.

**CLAIM FOR GOODS
DELIVERED.**
Abdul Kader and Kupa Ram and
Mongtu Ram, before Mr Justice Gompertz,
at the Supreme Court to-day, to recover
\$159.87 for goods supplied.
Mr Reader Harris appeared for plaintiff
and Mr J. H. Gardiner defended the
second defendant.

Plaintiff gave evidence and said there
were formerly three partners and one had
since died. All the three partners used to
order goods from him and they used to
take them away themselves. Witness
produced the signed delivery orders. One
man came on behalf of the defendants and
offered to settle.
Cross-examined by Mr Gardiner, plaintiff
said he commenced business on his
own account last July. Plaintiff's name
did not appear on the signboard outside
the shop but the signboard of Ah Ying
and Co. was there. Plaintiff said he had
received \$80 or \$70 on account but there
was no entry in his books to that effect.

Mr Gardiner said that the money was
not due from Mongtu Ram as he had not
been a partner in the firm.
His Lordship said that when Mongtu
Ram was arrested he had been in Cham-
berlain's and had said that he could get the
money if some one went to his shop at
Taipo. He had not denied the debt.
Further evidence was taken and the case
was adjourned.

DERFFLINGER DEPARTS.
(Reuter's Service to the China Mail.)
London, July 24.
There was heavy fighting at Melilla
on Friday. The Spanish losses were
seven officers killed and twelve
wounded. The number of soldiers
killed is unknown but the number of
wounded is returned at 280.
The Moors lost one thousand men.
The silence maintained by the
Government is absolute. This rigid
censorship of news is causing great
uneasiness in Spain and the conviction
is gaining ground that the magnitude
of the disaster has been concealed.

BISLEY RIFLE MEETING.
**CORPL. BURE WINS KING'S
PRIZE.**
(Reuter's Service to the China Mail.)
London, July 25.
Corporal Burr, of the London Rifle
Brigade, has won the King's prize at
Bisley.
(Note.—Winners of the King's prize for
the last five years are.—1904, Pte. Perry,
Canada. 1905, C. Serly, Comber, and
V. H. E. Surry, 1906 Capt. Davies, Lieut.
Middleton V.E.C., 1907 Lieut. Addison,
Australia. 1908 Pte. Gray, 5th Scottish
Rifles.)
Subject to audit, the directors of the
Hongkong and Whampoa Dock Co., Ltd.,
will recommend at the forthcoming meeting
a dividend of 3 per cent. of \$150 per
share.

A GOOD SUMMER REMEDY.
At this season diarrhoea and dysentery
are always prevalent. Chamberlain's
Colic, Cholera and Diarrhoea Remedy is
the best medicine for these troubles of
this kind. For sale by all chemists and
storekeepers.

**SUCCESSFUL
AEROPLANE TRIP**
**CHANNEL CROSSED IN
26 MINUTES.**
(From Our Own Correspondent.)
London, July 25.
Louis Bleriot has successfully crossed
the Channel from Calais to Dover in
his aeroplane. He did the distance in
26 minutes.

DETAILS OF THE AFFAIR.
(Reuter's Service to the China Mail.)
London, July 26.
M. Bleriot, in an aeroplane, crossed
from Calais to Dover yesterday morning.
He left Sangatte in a calm at 4.30
o'clock and descended gracefully at the
back of Dover Castle at 4.53 o'clock in
a strong wind.
The torpedo boat destroyer accom-
panying him was out-distanced com-
pletely.
(Note.—Last week the cables told us
that the Daily Mail's prize of £1,000 for
the first aeroplane to cross the English
Channel had not yet been won. Mr Latham,
after waiting a week for favourable weather,
then started from near Calais, steering in
the direction of Dover. He was using a
monoplane. It fell into the sea when he
was six and a quarter miles out; but the
occupant was picked up by a tug unhurt.
The failure was due to a breakdown of the
motor.—Ed. C.M.)

**THE FRENCH POLITICAL
CRISIS.**
FORMING THE NEW CABINET.
(Reuter's Service to the China Mail.)
London, July 24.
M. Aristide Briand has undertaken to
form a Cabinet.
M. Pichon still retains the position of
Minister for Foreign Affairs.
The portfolios of War and Marine
have not yet been filled.
M. Cochery will find a place in the
Cabinet.
London, July 25.
Admiral Bone de la Ferey has been
appointed Minister of Marine, and
General Brun takes the portfolio of War.

**THE MOROCCAN
TROUBLE.**
SPANISH OFFICERS KILLED.
(Reuter's Service to the China Mail.)
London, July 24.
Renewed fighting has taken place in
the vicinity of Melilla.
The Spaniards lost four officers killed
and 73 wounded in a general attack
on the Moors.
VERY HEAVY CASUALTIES.
(Reuter's Service to the China Mail.)
London, July 26.
There was heavy fighting at Melilla
on Friday. The Spanish losses were
seven officers killed and twelve
wounded. The number of soldiers
killed is unknown but the number of
wounded is returned at 280.
The Moors lost one thousand men.
The silence maintained by the
Government is absolute. This rigid
censorship of news is causing great
uneasiness in Spain and the conviction
is gaining ground that the magnitude
of the disaster has been concealed.

**THE HANKOW RAILWAY
LOAN.**
**AMERICA PRESSES HER
RIGHTS.**
**Allegations of German
Intrigues.**
(Reuter's Service to the China Mail.)
London, July 25.
A message from the Times Peking
correspondent states that the Prince
Regent summoned the whole of the
members of the Waiwupu (Board of
Foreign Affairs) to an audience and
showed considerable anxiety in conse-
quence of a telegram received from
President Taft emphasizing in friendly
yet unmistakable terms the American
rights to participation in the Hankow
railway loan.
The telegram was, says the corre-
spondent, directly due to the intrigues
of the German Asiatische Bank, whose
influence over the Hongkong and
Shanghai Bank is injurious to British
interests.
Many Englishmen in Peking, the
correspondent adds, are of opinion that
the British Government should bring
pressure to bear on the Hongkong and
Shanghai Bank to disassociate itself from
German intrigues.

**THE MEDITERRANEAN
COMMAND.**
**DUKE OF CONNAUGHT
RESIGNS.**
(Reuter's Service to the China Mail.)
London, July 25.
H.R.H. the Duke of Connaught has
resigned his position as Commander-in-
Chief of the Mediterranean forces, re-
garding the post as unnecessary because
of insufficient work.
REMEMBER THE NAME.
CHAMBERLAIN'S Colic, Cholera, and
Diarrhoea Remedy is just what its
name implies. For pains in the stomach,
cramp, colic or diarrhoea, it has no equal.
For sale by all chemists and storekeepers.

**JAPAN-KOREAN AGREE-
MENT.**
**DETAILS OF THE NEW
ARRANGEMENT.**

(Independent News Agency's Service to
the China Mail.)
Tokyo, July 24.
The Memorandum of the new
Japanese-Korean agreement for the
improvement of the administration of
Justice and the regulation of the prisons
in Korea, and also to consolidate the
basis of Korean finance was published
to-day. It contains five articles.
1.—The Korean Government delegates
to the Japanese Government the
administration of Justice and the
supervision of the prisons in Korea.
2.—Officials shall be appointed from
among subjects of both Powers.
3.—Japanese Courts shall apply in
the trial of Korean subjects Korean
law.
4.—Korean local authorities and
public functionaries shall submit to the
control and direction of the Japanese
authorities.
5.—The Japanese Government shall
bear all the expenses.
(Note.—A Tokyo telegram says: "The
Powers approve the reported new Japanese-
Korean Convention." With regard to the
proposed surrender of judicial administra-
tion by Korea to Japan the authorities
concerned do not expect that there will be
any misunderstanding on the part of for-
eigners. At the same time the authorities
hope to make preparations for the abolition
of extraterritoriality.—Ed. C.M.)

**THE NEW MALAY
STATES.**
A SUCCESSFUL TOUR.
(From Our Own Correspondent.)
SINGAPORE, July 26.
H.E. Sir John Anderson, Governor
of the Straits Settlements, and Sir
F. Young, the Colonial Secretary, have
returned to Singapore after taking over
from Siam the suzerainty of Kelantan,
Kedah and Tringgunu. The reception
accorded the gubernatorial party was
of the most cordial description. They
visited the Duff Syndicate lands, eighty
miles inland.

AN ENVOY'S RETURN.
(Wah Tze Yat Po's Service.)
PEKING, July 25.
H.E. Ts Hing-chi arrived at Peking
on the 24th inst. having fulfilled his mis-
sion of returning thanks to Russia for
sending a special representative to the
late Emperor's funeral.

**INDISPOSED GRAND
COUNCILLORS.**
(Wah Tze Yat Po's Service.)
PEKING, July 25.
Grand Councillor Chang Chi-tung
being seriously ill, the Prince Regent
has sent Grand Councillor Hsi Shu to
enquire as to his condition.
Grand Councillor Lu Chuan Lin is
also sick, and has been granted leave
of absence.

**TAOTAI'S IMPENDING
TRIAL.**
(Wah Tze Yat Po's Service.)
PEKING, July 25.
Taotai Li Tak-shun, the late Director
of the Tientsin-Pukau Railway, who was
dismissed from office for embezzle-
ment, has been handed over to the
Provincial Treasurer of Chih-li for trial.

CHIH-LI'S FINANCES.
(Wah Tze Yat Po's Service.)
PEKING, July 25.
H.E. Na Tung, Acting Viceroy of
Chih-li, has reported to the Throne that
after making a thorough investigation,
he has found that the deficit in the
finances of the Province is only trifling
—much less than he at first thought
the investigations would reveal.

**FOREIGN INTERESTS IN
CHINA.**
AN IMPORTANT DECISION.
(Wah Tze Yat Po's Service.)
PEKING, July 25.
The Board of Foreign Affairs has
telegraphed to the Viceroys and Gover-
nors of all the Provinces ordering that
all agreements with foreign countries
relative to railways or mines that have
not been carried out within the re-
spective stipulated periods must be
declared null and void.

OVER THIRTY-FIVE YEARS.
IN 1872 there was a great deal of dia-
rrhoea, dysentery, and infantile cholera.
It was at this time that Chamberlain's
Colic, Cholera and Diarrhoea Remedy was
first brought into use. It proved more
successful than any other remedy or treat-
ment, and has for thirty-five years main-
tained this record. Wise chemists out of
ten will recommend it when their opinion
is asked, although they have other medi-
cines that pay them a greater profit. For
sale by all chemists and storekeepers.

VICTOR CLICQUOT
MAISON FONDÉE EN 1892.
Grand Vin De Champagne.
SPECIAL CUVEE, REIMS.
This Famous Champagne being now first introduced into this
market is listed by us at the exceptionally low price of
\$30... Per Case of 12 Quarts.
\$34... " " " 24 Pints.

SOLE AGENTS
H. Price & Co., Ltd.
No. 12, Queen's Road Central.
Telephone No. 118.

THE PRATAS AFFAIR.

Mr. Nishizawa's Side of the Case.

(Specially written for the "China Mail.")

The Pratas Island affair has been written of at length by the English, the Chinese and the Japanese press, perhaps, and no one can be ignorant of the facts of the case. It is not, however, to be understood that the two sides to most questions, it may be said, have been set forth in a dispassionate and of commercially influenced origin, have served to make a settlement of the difficulty obscure.

Given a certain great amount of speculation, which the Chinese still lack, combined with a sure sense of block-headedness which they do not lack, an acquiescence which their business instinct teaches them as being useful, and an opportunism presented every which way, some method of misplaced commercial acuity they can grasp and use, just like, to their opponent's undoing, they have gone far in the re-acquisition of their hitherto scarcely known possession, the Island of Pratas, and at whose expense?

The Pratas has been, as was distinctly and authoritatively shown recently in an esteemed morning contemporary, theoretically and practically exploited by others than the Japanese. Yet it follows that, since, very naturally, to him who slays the deer shall belong the meat, the Chinese should not have all the good things connected with the island and its resources without some kind of payment for the knowledge imbued and inhibited regarding its value.

There have been, in connection with the Pratas, other than Japanese and Chinese interests involved, but these sink into indifference beside the claim of Mr. Kishiji Nishizawa when the whole question of Ownership and Exploitation comes to be considered.

In conversation with a representative of the China Mail, Mr. Nishizawa, who has just returned from his visit to the Pratas in company with the Japanese Commissioners on board H. I. J. M. S. Akashi, was perfectly free and outspoken with regard to the whole question.

It would appear that Mr. Nishizawa, who is a man of charming presence, of scientific culture, and like many of his countrymen, of a roving disposition, well known and credited in the highest political circles in the Japanese capital, and at the time possessing several small sailing craft, went down to the Pratas as early as 1901, whence he took off several small cargoes of guano, for which he found a ready market in Southern Japan.

Encouraged by this, he continued in the trade, his small vessels going and coming between the atoll and Southern Japan and Formosa ports until the Russo-Japanese war put an abrupt end to further exploitation, since, as an owner of various steamers and sailing craft it naturally behoved him to place these at the disposal of his Government for transport purposes.

This he ungrudgingly seems to have done, not returning until the autumn of 1907 to the scene of his possible triumph over fortune.

"When I first went down in a small schooner to the Pratas in 1901," said Mr. Nishizawa, "there was no sign of any occupation of the atoll by either Chinese or Europeans beyond the small temple spoken of in your contemporary, and the old tank, which was next to useless. When I returned again in 1907/8 it is true that part of the small shrine had been destroyed by fire, but how or by whom I do not know. I did not personally destroy it, nor did the matter give me, naturally, any particular reason for thought, whose thoughts were more commercially inclined. Suffice it to say that there were no Chinese on or near the atoll during my several visits there from Keelung, my headquarters."

Continuing, Mr. Nishizawa admitted that like all good adventures, he naturally kept a weather-eye open for treasure-trove and wreckage. Still the skeleton of H. M. S. "Reynard" still lay on the south side of the horseshoe reef, and he saw remains of other three foreign derelicts; but all submerged, dismantled by wreckers and beyond the reach of salvage or gain.

"Seeing, however, in my peregrinations round the reef, one day," said Mr. Nishizawa, "the nose of a very small craft sticking up out of the strand, I ordered my men to uncover her, and she turned out to be a Japanese junk with one poor grizzly skeleton aboard, to which we gave decent burial."

"You ask me," quoth the claimant, "wherein lies the righteousness of my demand for compensation from the Chinese Government? Is it this?"

"Had I known in 1901, when I first struck the Pratas, that the island was other than a 'No-man's-land,' I would never have touched it; but recognising its value at once, what would you expect of an honest adventurer, who knows the value of his adventure, if he had not stuck to what he had found?"

"That was my position, and as the years went on, I progressed and enlarged upon the possibilities of my rich acquisition."

"Had the Chinese known of the Pratas; had indeed, any but, perhaps, one solitary Englishman gauged its worth, I had never gone there to settle and establish a little colony."

"As it is, you ask me what I have done upon the atoll and in the lagoon? I will answer you fully."

"In less than two years, I have sunk hundreds of thousands of dollars into the phosphate and guano industry of the Pratas."

"To do this I had to have the money. I had it, I had to possess the ship. I possessed them! Labour was required, and I found it at the beginning. It is true, I found that work, under trying, isolated conditions, and had to be returned to its source, but at the present moment, go, and see it for yourself—good labour, hard work."

ing, patiently, happily placed and housed, thrifty and contented.

"I have had as many as 600 people, men, women, and children, working for me upon the Pratas at one time, and until the question of my compensation from the Chinese Government is settled, nearly that number remain there."

"The Sino-Japanese Commission which went with me to the Pratas Reef," said Mr. Nishizawa, "in the Japanese cruiser Akashi and the Chinese Gunboat Hsiao Cao, included Consul-General Segawa and Mr. Tokita, myself and my Hongkong agent, Mr. Fujii, and my Chinese interpreter, Mr. Tam; whilst on the Chinese side went Messrs Wei Han and Wong Yan Tung."

"What did the commission see?"

"As you see, in less than two years a bare desolate coral atoll had been transformed by the discreet use of technical intelligence and wisely placed capital into a mid-ocean hive of industry."

"Where there was no water before, I sank wells in all four. True it is that, in the existing conditions, the water was porous brackish, but we pumped it, boiled it, and filtered it and gave it to our labourers pure. During my whole period of residence on the Pratas I have had no really sick men on my hands."

"What else have I done? I have built a narrow-gauge railway which traverses nearly half the island. I have installed the water-works before mentioned, with many hundreds of yards of connection-pipes. I have built a couple of more scores of good size and labourers' dwelling-houses. I have erected digesters for treating the shell from the lagoon, and a canning factory for preserving the shell-fish, which includes tin-sitting and blocking machinery. I have constructed a long, strong and commodious jetty, an infirmary with doctor's residence, a dwelling-house for myself, a huge turtle-pool, a machine-shop and blacksmith's forge, and a pigery."

"In addition to these immobles, continued Mr. Nishizawa, there are a steam-launch, many large boats and a whole lot of other things, and a small craft, and there still lies unused upon the island an enormous quantity of material for house and railway construction which may never now be requisitioned for use."

"Now to come to the concrete side of the matter," suggested Mr. Nishizawa's interviewer.

"Well, I have shown you a plan of what I have caused to rise into being upon the atoll; here is a survey-plan showing its commercial physical possibilities."

"There is now in evidence upon the Pratas according to my own estimate and that of experts whose advice I have sought, some 15,000 tons of guano upon the island, and beneath this, naturally at a very small estimate, 5 or 6 times that quantity of fresh phosphates, both of which may be distributed over the land as free fertilising agents without any further chemical manipulation. But the entire harvest of the atoll will possibly yield enough—including all lower-stratum phosphates, which will require to be treated artificially—to keep the island's new exploiters busy for the next 30 years."

"And your market?" asked our representative.

"I found it in Southern Japan—Satsuna and lower Kishiu, where the guano was used upon the rice lands, and in Formosa, where it was utilized advantageously upon the sugar plantations. Practical experiments proved that it trebled, or even quadrupled, the harvest of both rice and sugar and it sold at the rate of 50 to 100 tons."

"That must have been most profitable," suggested our representative.

"Well, considering that every cent of profit gained went back into the further exploitation of the atoll, said Mr. Nishizawa, "I have, so far, made no tangible pecuniary success."

"Hitherto everything with me has been unceasing expenditure, and just when I am about to reap the fruits of my labour, the Chinese come in to company, hey presto! and the Chinese come and take the island out of my hands. The business at present stands to me in the light of a very severe loss."

"In addition to the phosphates, said the Japanese, the number of turtles which may be hunted for the sake of the tortoise-shell is very large, and of turtle-hunting small-craft I have a fleet of fifteen vessels armed with the latest harpoon-runs, which go out each morning in charge of Hsiao Cao's crew and never return empty-handed. I have had a hundred-ton junk full too, from the reef, of the edible seaweed which, when dried, produces that delicacy known to the Japanese as Kaniwa and to the Chinese as Tai Chi Kuo (a kind of linguius)."

"For shell-diving," said Mr. Nishizawa, "I have about 170 Loo-choo Islanders with men from Hachijo, Ogasawarajima (the Bonins) and Koshima. Many of these have wives and families, for whom I provide good quarters, and to the best of my belief they are all contented and happy, since when they are not busy working, eating or sleeping they are fast engaged in saving their money which they cannot spend upon the Pratas."

"At this point Mr. Tam, who accompanied Mr. Nishizawa recently from Hongkong to the atoll, broke in—

"Ah! To see him with his sun-burnt Islanders, one would think him a little odd."

"Every voyage he makes he carries with him a couple of thousands of dollars worth of presents and dainties."

"Hitherto, upon his visits to the island he has always carried his people a few tons of ice, and had even introduced an ice-making plant into his colony which would have been a great boon, but that the present unsettled state of affairs forbids its completion."

"And," continued Mr. Tam, "what a reception the chief gets! The whole colony turns out in its Sunday clothes to welcome him in a barge, and the bobbing of heads, both big and small, upon the shingle shows that their king, but their kindly, chummy king, is well beloved of his people."

"With regard to compensation Mr. Nishizawa," ventured the journalist.

"As to the compensation," said the monarch of all he still surveys, "it has practically been admitted by the Chinese authorities that my claim is just. Where I have showed the way a Chinese syndicate will follow and will make a great fortune. In mid-ocean ventures one does not ask to carry in his pocket a 'Gazette' showing clearly to which Power such-and-such a lone atoll pertains. Therefore the possibilities of possession in such a case as the present prove to be precarious."

"But what does this matter," added he, "have to do with other islands of equal value. In the meantime I go on working the Pratas whilst my Government looks after my interests, and a fair basis of compensation once arranged, I shall be free to turn my attention to those other sources of wealth and adventure, whose possession none can dispute with me."

"Our representative left Mr. Kishiji Nishizawa, charming, pretheated, breezy, good tempered Japanese gentleman-adventurer of the right kind, feeling that, with all his readiness, here was a man who would go to Hades to look for a sulphur deposit, and even his further, in search of phosphates."

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

PROCEEDINGS AT THE TWENTY-EIGHTH ORDINARY GENERAL MEETING HELD AT THE OFFICES OF THE COMPANY, 25, CORNHILL, E.C.4, ON TUESDAY, THE 26TH OF JUNE, 1909.

Mr. W. Cumlin Scott, chairman, presiding. The Chairman: The Secretary will read the notice calling this meeting.

The Secretary (Mr. A. G. Wells) read the notice, and also the report of the auditors.

The Chairman: If you approve, gentlemen, we will take the report as read. One of our colleagues, Mr. Walter Fisher, is unfortunately not with us to-day, as he has been called to America for a short time. The report which the directors submit to you to-day, we again repeat shows an

unsatisfactory result, the earnings of the steamers having for the year proved insufficient to meet the necessary outgoings. We are not singular in this experience, for the shipping industry throughout the year, and in all parts of the world, has been seriously affected by the severe depression that has prevailed. This is our common, but not consolation, and only shows how general has been the shrinkage in the employment of shipping.

The President of the Chamber of Shipping in his inaugural address in February has described the position of the shipping trade in these words:

"The depression which existed in the shipping industry during the year just past has been the worst for shipowners that they have ever experienced. Depression marked the opening, continued by the close, and is still continuing. In all directions the margin of profit on trading has been almost nil—even without taking into account the depreciation of property—and in many instances direct loss has been incurred."

"A momentary spurt in some particular trade has now and then taken place during last year which encouraged shipowners to look hopefully to the immediate future, but in a short time afterwards their hopes were falsified and freight rates receded even to lower depths than they had previously touched. Not only has this been the case with cargo steamers—passenger and cargo liners have also suffered."

And I would ask you to refer to the report of the Norderdeutsche Lloyd to see that the depression has not been confined to our own country, but that it has been general. The outlook now, however, is less unsatisfactory than when we last met, for whereas it was then extremely difficult to obtain employment at remunerative rates of freight, we are now again experiencing improvement, which will continue in our particular trades there has been considerable dispersion of superabundant tonnage, and prospects appear more reassuring.

We have made the same ample provision for the depreciation of the fleet as we do in the last occasion, and to do this and to provide for the outgoings of the year we have taken \$80,000 from the undivided account and we have again had recourse to the general reserve fund, which is closed by the transfer from the former account of \$21,000 to the latter.

The transfer from the former account leaves a balance at credit of £148,891.18s.11d., a sum more than sufficient to meet any conceivable call upon the fund for marine loss and averages. The various items in the balance sheet and average account do not, I think, call for special remark; we have had to meet the usual charges for the year, such as interest on debentures and general expenditure charges, which are much the same as for last year. We hope to be able, given more prosperous times, to deal more drastically with the writing down of the item which figures on the credit side of the balance sheet for depreciation expenses.

After meeting all outgoings, including depreciation, the transfer to the reserve fund leaves a balance at credit of £21,132.0s.8d. to the new account.

It is a matter of regret to the directors that they are unable to recommend the payment of a dividend on this occasion, but, if the improved conditions which are now before us may be found possible later in the year to pay a dividend on the preferred shares.

During the year there have been issued £11,000 of debentures, which, with the amount previously issued and bonds for £200,000 placed with bankers and available to meet possible requirements, represents in all £225,825.

I now touch upon the insurance question which, when we last met, was commented upon. In former years the company ran a very substantial line in the underwriting of marine risks, but this has been materially higher than at present. In many years permitted the accumulation of substantial balances at credit, which the board regarded as a part of the profits made on that branch of their business, and from time to time, the account was drawn upon to supply a part of the depreciation and to augment the general profit of the company. In 1908, however, insurance competition became very keen and rates were forced down to a level at which it became evident a charge of policy was undesirable. It was, therefore, decided to effect the insurance of the greater portion of the marine and fire risks with Lloyd's, and the companies, which was done at a favourable rate, the premium during the year being only 15 per cent. of the marine insurance risks.

You will observe in the report that the board is, through a committee, examining and considering the heads of expenditure and outgoings with a view to seeing if it is possible to effect economies in the working of the fleet.

In these remarks I have endeavoured to place a clear statement of the position before you. If, however, I have not succeeded in making any point clear, or if I can give further information thereon I should be happy to do so.

I beg to move—"That the report of the directors and the accounts for 1908 as presented be approved and passed."

Mr. E. B. Borden, M.P.: I beg to second the resolution.

Mr. R. Humphreys expressed regret that he had to put some questions which were in the nature of adverse criticism, adding that the directors could not be held responsible for the low freight rates during the past few years. He then submitted the questions which were replied to by the Chairman as follows:

Mr. R. B. Borden desired information: on several matters to which the Chairman replied briefly, adding that some of them in an answer did not seem necessary.

The resolution was then put to the meeting and carried nem. con., Messrs H. Humphreys and E. B. Borden abstaining from voting and feeling that the matter should be reconsidered.

The Chairman then proposed that the retiring directors, Mr. W. Patterson and W. W. Dickinson, be re-elected, which was seconded by Mr. E. B. Borden, and carried nem. con. Mr. Borden then proposed that Mr. W. Cumlin Scott be re-elected, which was also carried nem. con.

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THE CHINA MAIL.

ROBINSON'S HIRE A PIANO.

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP	MALTA	About 28th July	Freight and Passengers
Yokohama, Kobe, and Shanghai	Capt. G. M. Montford, R.N.R.	July	Passage
SHANGHAI, MOJI, KOBÉ, SUMATRA, AND YOKOHAMA	Capt. C. J. Benson, R.N.R.	About 29th July	Freight and Passengers
SHANGHAI	CALEDONIA	About 5th August	Freight and Passengers
LONDON, via USUAL PORTS	DELHI	Noon, 7th Aug.	See Special
	Capt. G. W. Gordon, R.N.R.	Aug. 1909	Advertisement

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Yokohama, Kobe, and Vancouver, B.C.
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAYING 5 TO 7 DAYS OCEAN TRAVEL.
Proposed sailings from Hongkong and Quebec.

From Hongkong:	From Quebec:
EMPERESS OF JAPAN	EMPERESS OF BRITAIN
SATURDAY, AUGUST 14th	FRIDAY, SEPT. 10
EMPERESS OF CHINA	ALLAN LINE
SATURDAY, SEPT. 4th	FRIDAY, OCT. 1
EMPERESS OF INDIA	EMPERESS OF IRELAND
WEDNESDAY, SEPT. 18th	FRIDAY, OCT. 22
SATURDAY, SEPT. 25th	

Each of these Pacific Empress connects at Vancouver with a Special Mail Express Train, and at Quebec with Atlantic Mail Steamer as shown above. The Empress of Britain and Empress of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The Empress steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canada or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBÉ and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL
RYOJA	2888		End of July

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	Captain	To SAIL
SHANGHAI, KOBÉ and YOKOHAMA	TOKIN	CHARLTON	August 2, p.m.
MARSEILLES, via PORT SAID, CALEDONIE, CAIRO, and SUEZ	CAIRO	August 3, at 1 p.m.	
SHANGHAI, KOBÉ and YOKOHAMA	AUSTRALIE	X	August 16, p.m.
MARSEILLES, via PORT SAID	ERNEST SIMONS	GILARD	August 17, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at SHANGHAI for BATAVIA, at COLOMBO for Ceylon, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONNAT, through to London, via Paris, from 28.10 up to 27.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

AST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINE TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arab lands, Persian Gulf Ports.

Next sailings from HONGKONG:

For Shanghai, Yokohama, & Kobe	For Havre, Rotterdam, Bremen and Hamburg
S.S. 'HONGKONG' 27th July	S.S. 'HONGKONG' 27th July
S.S. 'SPEZIA' 28th Aug	S.S. 'SPEZIA' 28th Aug
S.S. 'C. F. W. LARSEN' 29th Aug	S.S. 'C. F. W. LARSEN' 29th Aug
S.S. 'AMERICA' 30th Aug	S.S. 'AMERICA' 30th Aug
S.S. 'NICOLO' 31st Aug	S.S. 'NICOLO' 31st Aug
S.S. 'HAMBURG' 1st Sept	S.S. 'HAMBURG' 1st Sept

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

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Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

CHINA	Tons	DATE	SAILING DATE
MANCHURIA	27,000	SATURDAY	31st July, at Noon
CHIYO MARU	21,000	SATURDAY	7th Aug. at Noon

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on TUESDAY, July 27th, at Noon.

Fares: Hongkong to London £71.10. 0. including Bath and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

China.....10,200 Tons TUESDAY, 27th July, at Noon.

Hongkong to London, via Canadian Atlantic Port £243.

Special Rates (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passengers and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATE
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SANUKI MARU, Capt. K. Homma, Tons 6500	WEDNESDAY, 4th Aug. at Daylight
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU AND YOKOHAMA.	AWA MARU, Capt. A. Keith, Tons 6500	WEDNESDAY, 18th Aug. at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, BOMBAY, via SINGAPORE AND COLOMBO.	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug. at 4 p.m.
SHANGHAI, MOJI and KOBÉ.	SHINANO MARU, Capt. K. Kawata, Tons 6500	TUESDAY, 14th Sept. at 4 p.m.
YOKOHAMA	YAMATO MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 6th Aug. at Noon
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept. at Noon
KOBÉ and YOKOHAMA	CHITOMI MARU, Capt. Fred. Pyle, Tons 8000	MONDAY, 16th July
	MOYORI MARU, Capt. J. O. Richards, Tons 4000	WEDNESDAY, 28th July
	ATSUTA MARU, Capt. Wm. Thompson, Tons 8000	FRIDAY, 30th July, at Daylight
	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 4th Aug. at Noon
	HITACHI MARU, Capt. Wm. Webb, Tons 7000	FRIDAY, 6th Aug. at 5 p.m.

Fitted with new System of wireless telegraphy. Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:-

Kamo Maru (Capt. F. L. Sommer) About Fri. 30th July.

Mishima Maru (Capt. A. E. Mosses) About Wed. 25th Aug.

Atsuta Maru (Capt. Wm. Thompson) About Wed. 22nd Sept.

Miyasaki Maru (Capt. W. Bainbridge) About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90.
2nd class \$80	\$70	\$60	\$50.

With option of Rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO, Manager.

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HOW BOATSWAIN JACK WON THE BATTLE OF TRAFALGAR.

The old man who was standing himself beside an upturned boat appeared to be unable to make a choice between another pipe of tobacco and thirty whiffs, while his rather mournful expression suggested a regret that both were at this and the same time impossible.

"Nice morning!" I observed.

"I was just thinking when you came along," he replied, "that the morning after my little ship was wonderful like yesterday."

"Your little ship?" I queried.

"My little ship," he repeated, "Battle of Trafalgar, you know."

"Oh!" I gasped. "So you took part in Trafalgar, eh?"

"I did," he took part too, replied on a sudden, "it was a training to a lander much poor old England would."

"I was just thinking when you came along," he replied, "that the morning after my little ship was wonderful like yesterday."

"Your little ship?" I queried.

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"I was just thinking when you came along," he replied, "that the morning after my little ship was wonderful like yesterday."

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN, YOKOHAMA, KOBÉ, MOJI	YAMAGUCHI	TUESDAY, July 27, at Noon
SINGAPORE, PENANG, YAMAGUCHI	YAMAGUCHI	FRIDAY, July 30, at Noon
CHINWANGTAO, VIA WEL	YAMAGUCHI	TUESDAY, Aug. 3, at Noon
MANILA, CEBU, ZOOZANGSANG	YAMAGUCHI	FRIDAY, Aug. 6, at Noon

RETURN TOURS TO JAPAN, commencing 24 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Passengers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze River, Canton, Hankow, Amoy, Swatow, and other ports.

Taking Cargo on Through Bills of Lading to Koda, Lahad Dato, Singapore, Cebu, Manila, Zamboanga, and other ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Ltd.

General Managers, Telephone No. 61.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU, ZOOZANGSANG	YAMAGUCHI	TUESDAY, July 27, at Noon
CHINWANGTAO, VIA WEL	YAMAGUCHI	FRIDAY, July 30, at Noon
MANILA, CEBU, ZOOZANGSANG	YAMAGUCHI	TUESDAY, Aug. 3, at Noon
CHINWANGTAO, VIA WEL	YAMAGUCHI	FRIDAY, Aug. 6, at Noon

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Passengers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze River, Canton, Hankow, Amoy, Swatow, and other ports.

Taking Cargo on Through Bills of Lading to Koda, Lahad Dato, Singapore, Cebu, Manila, Zamboanga, and other ports.

Vessels Advertised as Loading

Vessels Advertised as Loading			
DESTINATION	VESSEL	AGENTS	DATE OF LEAVING
A'wep, B'ham, E'burg Australian Ports	Sambra (A) Alderman (N)	Hambury & Co Ltd 35b Levington St Armidale, New South Wales	Aug. 12 Aug. 19, at Noon Aug. 19, at 10.

Bottom of New York	Choshin Maru (s)	Yamato Shosen Kaisha	July 27, at 10 a.m.
Coast Ports of Shanghai	Elaine (s)	Majahar & Co.	July 28 at Noon.
Europe, &c.	Perla (s)	Sander, Waler & Od.	About July 27.
Flume, Trieste, &c.	Pernia (s)	Nippon Yusen Kaisha	About July 30.
Genoa, Mar., & Gen., &c.	Kamo, Maru (s)	Java-China-Japan Line	2nd half July.
JAVE	Tikini (s)	Java-China-Japan Line	2nd half July.

Robt and Yokohama	Hirahai Maru (s)	Nippon Yusen Kaisha	Aug. 2, at 5 p.m.
London, &c.	Delhi (s)	P. & O. S. N. Co.	Aug. 7, at Noon
Marshall, London &c.	Sanku Maru (s)	Nippon Yusen Kaisha	Aug. 7, Daylight
Mar., R'dam & E'bare	Segovia (s)	Hamburg-Am'ka Linie	July 31
Mal., L'don, A'erp, &c.	Malta (s)	P. & O. S. N. Co.	About July 26.

Mannellom, v. Saigon	Caledonian (s)	Wassermann, v. Hongkong	Aug 2, at 3 p.m.
Manila	Fanning (s)	Anterfield & Saire	July 27, at 3 p.m.
Manila	Yuenang (s)	Jardine, Matheson & Co., Ltd.	July 30, at 4 p.m.
Manila	Zedra (s)	Shewan, Tomes & Co.	July 31, at noon.
Manila	Rubi (s)	Shewan, Tomes & Co.	Aug. 7, at Noon.
Manila, Allan Ports	Yuwata Maru (s)	Nippon Yusen Kaisha	Aug 8, at noon.

Nash. Knobs & Yams	Nikko Maru (s).....	Nippon Yusen Kaisha	Aug. 4, at Noon.
New York	Madwadi (s)	Jardine, Matheson & Co	" Aug. 21
Rendakan	Indraguna (s)	Jardine, Matheson & Co	July 27 " Noon.
Sailors Cruz, v. Japan.	Erroll (s)	Dodwell & Co. Limited	" Aug. 10.
Sailors, Cruz, v. Japan	América Maru (s).....	Toyo Kisen Kaisha	Aug. 30, at Noon
Sailors, Cruz, v. Japan	China (s)	Pacific Mail S. S. Co.	July 27, at Noon.

San Francisco, U.S.A.	Manchuria (s)	Pacific Mail S.S. Co.,	July 31, at Noon
San Fokio via Japan	Ohio Maru. (s)	Toyo Kisen Kaisha,	Aug. 7, at Noon
San Francisco v. Japan	Mitsunetsu (s)	Nippon Yusen Kaisha	Aug. 2, at Noon
Seattle v. S'hai Japan	Catherine Appear (s) ..	D. Sassoon & Co. Ltd	July 27, at Noon
Singor, Pang, Calcutta	Namsang (s)	Jardine, M'son & Co. Ltd	Aug. 3, at Noon
S'pore, Pang & Contia		Malakoff & Co.	thru June 28

S'hai, N. J. Koo, Y. M.	Gosport (s)	P. & O. S. N. Co.	About July 22
S'hai, Moji, Kobe, Y. M.	Sumatra (s)	Jardine, Matheson & Co., Ltd.	July 23, at Noon
S'hai, Moji, Kobe, Y. M.	Kutwang (s)	Messageries Maritimes	About Aug. 2
S'hai, Kobe & Y. M.	Tonkin (s)	Hamburger-Am. ka Linie	July 27
S'hai, Kobe & Y. M.	Dordmund (s)	Hamburg-Am. ka Linie	Aug. 13
S'hai, Kobe & Y. M.	Spezia (s)	Shimonoseki	July 28

Shanghai, Moji & Kobe	Myoshi Maru (s)	Cripps & Co. Ltd.	July 27, at 8 p.m.
Shanghai	Amih (s)	Butterfield & Swire	July 30, at 6 p.m.
Shanghai	Limah (s)	Butterfield & Swire	July 31, Daylight
Shanghai	Oleodona (s)	P. & O. S. N. Co.	about Aug. 5
Shanghai	Yingchow (s)	Butterfield & Swire	July 28, at 4 p.m.
S'wato & Shanghai	Heitan (s)	Douglas LaPrall & Co.	July 27, at 8 p.m.
S'wato & F'chow			July 27, at 8 p.m.

Swatow	Haimou (a)	Douglas Laprak & Co	July 28 at 2 p.m.
S'ow, Amoy & F'choo	Haiyang (a)	Douglas Laprak & Co	July 30 at 8 p.m.
S'ow, Amoy & Tamsui	Dalit Maru (a)	Osaka Shosen Kaisha	Aug. 1, at 10 a.m.
S'ow, Amoy & Anding	Sasaku Maru (a)	Osaka Shosen Kaisha	Aug. 4, at 10 a.m.
Tacoma, v. S'hai, Japan	Fitzpatrick (a)	Osaka Shosen Kaisha	July 31 Daylight
Victoria B.C. Seattle	Kara Maru (a)	Nippon Yusen Kaisha	Aug. 17, at 4 p.m.

Vancouver, B.C.	Kumeric (s).....	Dodwell & Co. Limited	July 28 at Noon
Vancouver, B.C. Tacoma	Aymeric (s).....	Dodwell & Co. Limited	about Aug. 28.
Vancouver, (B.C.) & ..	Empress of Japan (s).....	Canadian P'fic R. Co.	Aug. 14 at 6 p.m.
Vancouver, (B.C.) & ..	Empress of China (s).....	Canadian P'fic R. Co.	Sept. 4 at 6 p.m.
Wwei, Chefoo & T'hai	Hutchow (s).....	Butterfield & Swire	July 30 at 4 p.m.
Yokohama, Japan	Shosha (s).....	Jardine, Matheson & Co. Ltd	Aug. 3 at Noon

W. Wai, U. 100 & On 120 Suisan Maru Nippon Yusen K. K. July 30, Daylight
Yokohama Atsuta Maru (s)

SHARE LIST - QUOTATIONS.
July 28, 1902.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations Cdn.
1. LTER. Hongkong and Shanghai Bank Corp.	120,000	\$ 120	all	\$1000, buyers \$98.15

National Bank of China, Limited	99,925	£	50	200, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	£	250	1195, sellers
China Traders Insurance Co., Ltd.	24,000	£	85.83	25 783,
North-China Insurance Co., Ltd.	10,000	£	15	120, sales
	10,000	£	250	100 8827, buyers

Union Insurance Society, Limited...	10,000			\$ 60	\$225
Yanchoze Insurance Association, Ltd.	12,000		100		
FIRE INSURANCES					
China Fire Insurance Co., Ltd.	20,000		100	20	\$112, buyers
Hongkong Fire Insurance Co., Ltd.	8,000		350	50	\$346, buyers

	BOOKS, ETC				
Elfring & Whampoa Dock Co., Ltd.	50,000	\$	50	all	\$88, sales & returns
Geo. Fenwick & Co., Limited.	18,000	\$	25	\$ 25	\$11, sellers
New Amoy Dock Co., Ltd.	10,000	\$	62	\$ 64	\$9
Shanghai Dock and Dry Dock Co., Ltd.	55,700	Tls.	100	Tls. 100	Tls. 81

Chloro and Manila S. S. Co., Ltd.	50,000	25	\$10, salaries
Douglas Steamship Co., Limited	20,000	10	\$38
H. R. C. and M. Steamboat Co., Ltd.	80,000	15	\$33, sales
		all	\$444 } London, £5.18

Indo-China S. N. Company, Ltd.	60,000	\$	10	\$21
	10,000	\$	10	\$26
Star Ferry Company, Ltd.	10,000	\$	10	\$15
	10,000	\$	1	\$74/- buyers
Shell Transport & Trading Co., Ltd.	2,000,000	\$	60	Tls. 50 Tls. 45
Taka Tug and Lighter Co., Ltd.	8,600	\$	60	Tls. 51

Shanghai Tug and Lighter Co., Ltd.	200,000	Tls. 50	Tls. 50	Tls. 52 1/2
do. Preference.	100,000			
REFINERIES.				
China Sugar Company, Limited.	20,000	130	all	\$142 1/2 sales
Exxon Sugar Company, Limited.	7,000	100	all	\$15, current
Bank Sugar Cultivation Co., Ltd.	7,000	Tls. 50	Tls. 60	Tls. 230

THARVES			
H.K. & Kow. Wharf & Godwin Co.	50,000	60	all 858, 100's
Shanghai and Hongkew Wharf Co.	\$3,000	Ten. 100	Ten. 160
LAND AND BUILDING			
Land Investment and			100 2108 dollars

Hongkong Land Investment Co., Limited	30,000	\$ 100	100	\$100, none
Shanghai Land Investment Co., Limited	78,000	T1.	50 T1s.50	T1s. 118
Kowloon Land and Building Co., Limited	6,000	\$1	60, \$ 80	\$30, e-lare

Wei-hai-wei Land & Building Co.	3,674	1	10	all	\$93, buyers
Humphreys Estate & Finance Co.	150,000	2	50	50	\$48, sellers
West Point Building Co., Limited	12,500	2	10	all	\$144, buyers
TRAMWAYS.					
The Peak Tramways Co., Ltd.	25,000	2	10	all	\$14, buyers
	60,000	2	10	1	\$14

MINING.					
Société Française des Charbon-	18,000	F.	450	all	\$625, buyers
nages du Tonkin					
Raub Aust. Gold Mining Co., Ltd.	200,000	£	1	18/10	\$81, sellers
HOTELS, ETC.					
	12,000	\$	60	all	\$673, (Old) buyers
					\$43, (New) buyers

<p> Hongkong Hotel Company, Ltd. 8,000 Astor House Hotel Co., Ltd. (S'hal) 20,000 EXPENDABLES. A. S. Watson & Co., Limited 20,000 Watkins Limited 10,000 </p>	<p> 20 15 10 10 10 </p>	<p> 25 10 10 10 10 </p>	<p> \$18 \$2,500, sellers \$4, buyers </p>
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MORTGAGE.			
H. K. and China Gas Co., Limited.	7,000	£	10 all \$210, buyers
Shanghai Gas Company, Ltd.	8,000	Tl	50 Tls. 50 Tls. 107
Hongkong Electric Co., Limited	60,000	\$	10 \$ 10 \$20, sales
MISCELLANEOUS.			
Canton Tinned Cornet Co. Ltd.	403,000	\$	10 10 \$8.90, sellers

Green Island Cement Co.,									
Bel's Asbestos Eastern Agency,	8,804	2	12/6	12/6	\$101	buyers			
Limited									
United Asbestos Oriental Agency,	4,000	6	10	6	4	\$13			
Limited	100	6	10	6	10	\$90			
Union Waterboat Co., Limited	50,000	6	10	6	10	\$121	37500		
Limited	25,000	6	14	6	6	\$161			

Hongkong Dairy Farm Collection	5,000	25	all	\$180, only in
Hongkong Ice Company, Limited	4,000	60	50	60, allaire
Robinson Piano Co., Limited	16,350	70	2	Fla. 416
Shanghai Waterworks Co., Ltd.	67,000	10	all	824
H'kong Rope Manufactory Co., Ltd.	10,000	10	10	88, sales

Hongkong Cotton Spinning Co., Limited	20,000	Tls. 50	Tls. 50	Tls. 133 1/2
Ewo Cotton Spinning and Weaving Co., Limited	18,000	Tls. 75	Tls. 75	Tls. 92
International Cotton Manufacturing Co., Limited	8,000	Tls. 100	Tls. 100	Tls. 113

and Weaving Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 405
Soyabean Cotton Spinning Co., Ltd.	200,000	10	10	92.60, sales
China Provident Loan Mortgage Co., Limited	60,000	12	12	118, sales
China Borneo Company, Ltd.	1,200	10	all	112
Cambridge Cotton & Co., Limited ...				

Wm. Powell, Limited	12,000	7	7	7	\$4, sellers
South China Morning Post	8,000	25	25	25	\$24, sellers
China Light and Power Company	60,000	10	10	10	\$5.85, sellers
..... Limited	50,000	1	1	1	
.....	20,000	1	1	1	\$54, buyers

NAME	Average	Value	Interest	Qualities
Wells Fargo Bank	175	\$ 100	\$100	bayers
Philippine Co., Limited	125	\$ 10	\$75	bayers

Chinese Imperial 1836. 2 1/2 Ls. 767. 500 Dtl. 2500 2 p. annum Par.
VERNON and SMYTH, Secret-Book.

at No. 5, Wyndham Street, Hongkong.

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